



SIMPLY PURE CREAM.

The China Mail.

ESTABLISHED 1845

NOTES ON WIRE
LIVE IN HONGKONG
AND SOUTH CHINA
By THE REV. G. A.
BUNBURY, F.R.S.
To be had of the
CHINA MAIL CO.
Part I Revised Price 15 Cts.

No. 15,910.

號二月五年四十一百九千一英

HONGKONG, SATURDAY, MAY 2, 1914

庚午年三月廿二日

PRIME, 88.00 Per Month

THORNE'S

No. 4,
OLD VAT
SCOTCH
WHISKY.

As supplied to the House
of Lords and House of Com-
mons.

A. S. WATSON & Co., Ltd.

WINE & SPIRIT MERCHANTS
ALEXANDRA BUILDING, Hongkong.

UMEMOTO.

PROFESSIONAL TATTOOER.

Orders attended to at the residence of
Customers, if desired.

Finest work done by hand only.

No. 12, Queen's Road East,
Hongkong. Oct. 2, 1914. 1190

SPRAYED FRUIT.

Dr. Voelcker on Dangerous
Remedies.

Ought apples, pears, plums, cherries,
grapes, or tomatoes to be sprayed with blue
vitriol or any other poison to kill fungoid
growth? What danger does the custom
carry? These questions were suggested by
a letter from Mr. M. S. Salomon, who
states that he has found traces of copper
and of lime on apples submitted to him
for testing. He thinks it must have been
sprayed on the apples to kill parasites.
The spray in question is a scientific
corrosive, was evidently a mixture
well known to farmers and fruit growers,
and containing sulphate of copper as a base.
It has been used to prevent or to kill
fungoid diseases for many years. When first
introduced there was a fear that the copper
it contained might be poisonous, so the
Royal Agricultural Society experimented
with it on all manner of plants - and is still
experimenting.

The chief chemist of the Royal Agricul-
tural Society, Dr. J. Augustus Voelcker,
told a standard representative that twenty
years of experiments on the Western farms
and in the laboratories of the Royal
Agricultural Society had proved: so far as
proof was possible, that the spraying of
potato plants with blue vitriol and lime
never left any trace of copper in the
potatoes themselves.

"It was used," he said "to fight potato
disease before it was found to be remark-
ably efficient in killing down other dis-
eases of plants. It is not perfect either as
a preventive or as a cure, but it seems to be
the most efficient we possess. Tomatoes,
grapes, apples, pears, wheat, almost every
highly specialised plant you can think of,
may suffer from this kind of trouble, but I
have never heard of any intelligent person
spraying ripe fruit with the mixture.
Plants and fruit trees get their dose long
before the fruit is formed. Potato tops
that get it are very far from the under-
ground tubers, and seed which is treated
with it before being sown has not shown
any signs of growing plants that contain
any trace of copper in their fruit."

Dr. Voelcker mentioned that experiments
have been conducted lately showing the
results of various metallic sprays on soils.
These are now nearly completed, and will
then be officially communicated by the
Royal Agricultural Society. Dr. Voelcker
added that he knew nothing of poisonous
effects of copper on the human body. The
doan of one of the London medical schools
explained that soluble copper salts taken
in any quantity acted as an emetic, and
were refused by the stomach. In very
small quantities there was some evidence
that they might produce deleterious effects.
He had never known a case of copper
poisoning due to the presence of mineral
poison on the skins of fruit.

HEALTHY SINGAPORE.

At a meeting of the Singapore Muni-
cipal Commission, the President, Mr. F.
J. Hurlingham, presiding, the financial
statement showed a net overdraft of
\$345,312.61. Bills, to the amount of
\$452,874.41, for March and April have
been paid.

The President remarked that the
Municipal loan had been successfully
float and the money paid to the Com-
missioners, in London, to the amount
of £254,000. The health rate, he added,
showed a very satisfactory bending down
of the death rate. For 1913 it was the
lowest they had had for 19 years.

A GOOD BULB FOR THE HOME.

MAKE it a rule of your home to always
keep on hand a bottle of Chamber-
lain's Colic, Cholera and Diarrhoea Remedy
as a safeguard against bowel complaint.
It always cures promptly and no household
is safe without it. For sale by all Chemists
and Druggists.

BUSINESS NOTICES.

MILKMAID
RICH THICK CREAM
(which can be whipped but cannot be beaten)

To is

SIMPLY
PURE
CREAM.

Packed in Three sizes of tins,
1½ oz., 5½ oz., 4 oz. net weight.

Obtainable from

Messrs. LANE, CRAWFORD & Co. Messrs. THE SINCERE Co.
Messrs. H. RUTTONJEE & SON. Messrs. THE FRENCH STORE.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.			
HONGKONG TO CANTON.		CANTON TO HONGKONG.	
SATURDAY, 2nd MAY.			
8 A.M.	'HONAM.'	8 A.M.	'HEUNGSHAN.'
10 P.M.	'HEUNGSHAN.'	5 P.M.	'KINSHAN.'
SUNDAY, 3rd MAY.			
10 P.M.	'FATSHAN.'	4 P.M.	'HEUNGSHAN.'

REDUCTION IN SALOON FARES

Commencing from April 1st the Saloon passage rates by the Companies' Steamers
will be reduced to -

Single Fare by Night Steamer	\$ 6.00
Return Fare by Night (available also for Return by Day Steamer) 10.00	
Single Fare by Day Steamer	4.00
Return Fare by Day Steamer	5.00

The attention of the travelling Public is drawn to the comfort afforded by the
Companies' vessels. Passengers arriving by Night Steamers from Canton (due at
Hongkong about 11 p.m.) are permitted to sleep on board till next morning without
extra charge. Electric fans and electric light are available all night.

HONGKONG-MACAO LINE.

S.S. 'SUI TAI' S.S. 'TAISHAN'

HONGKONG TO MACAO

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Whar
Sundays at 8 A.M. and 12.30 P.M. from the Company's Wing Lok Street Whar.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sundays at 7.30 A.M. and 5 P.M.

EXCURSION TO MACAO.

SUNDAY, 3rd MAY.

The Company's Steamship 'TAISHAN,'
will depart from the COMPANY'S WING LOK STREET WHAR at 8 A.M.
and return from Macao at 4 P.M.

N.B.-The Company will also run a steamer from Macao on Sunday morning at
7.30 A.M., and from Hongkong at 12.30 P.M. from the Company's Wing Lok Street
Wharf.

This steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. 'SUI TAI'

Departures from Macao to Canton on Monday, Wednesday and Friday, at 8 P.M.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

CANTON-WUCHOW LINE.

S.S. 'SUI TAI' 588 Tons, and S.S. 'NANSHAN' 568 Tons.

One of the above Steamers leaves Canton for Wuchow every Sunday, Tuesday
and Friday, at about 6 P.M., and the other leaves Wuchow for Canton, every Monday,
Wednesday and Friday at about 8.30 A.M. Round trips take about 5 days.
Passengers can return to Hongkong or vice versa by the Company's direct steamers
'LINTAN' and 'SANGUI'. These vessels have superior Cabin accommodation and are
lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sundays excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD

ROTEL MANSIONS (First Floor),

Opposite Blake Pier.

HONGKONG ELECTRIC CO., LTD.

Reduction in Prices.

FROM 1st May, 1914 the price of
current will be reduced to the following:

Electric Light and Fans... \$0.24 per unit
Power, Lifts, Heating and
Cooking... \$0.07
Power to R. streeted Hour
Consumers... \$0.05

Discounts will remain as before.

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, April 22, 1914.

525

BUSINESS NOTICES.

THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE
MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS.

WELDING AND CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway
Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34'
Pumps empty Dock in 2-3/4 hours

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement
providing conditions for painting ships with most efficient resins.

100-Ton ELECTRIC CRANE ON QUAY-ELECTRIC OVERHEAD CRANES
throughout the Shops ranging up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR:

JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS,
LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY
DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager, Mr. J. Reid, can be seen between the hours of 11 a.m. and 12 noon
at the Trade Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN AGENTS.

Telegraphic Address: 'TAIKOO DOCK.' TELEPHONE No. 215.

GEORG STEIGER.

GERMAN SAUSAGE FACTORY

(Deutsche Wurstfabrik.)

Hongkong: 14, Gresson Street, off Praya East.

All kinds of Sausages, boiled and smoked Hams, etc., can
be obtained already sliced by 1/4 and 1/2 lb. etc.

Beef and Pork sausages made fresh every morning.
Special arrangements will be made with Hotels, Canteens,
Boarding-Houses, Ships, Picnic parties, etc.

JUST ARRIVED

Per S.S. ALDENHAM.

1st Grade Australian Butter: Government guarantee

Absolutely the Best Imported: only 75 cents per lb.

ALEXANDRA CAFE CO.

THE HONGKONG HOTEL.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

A LA CARTE GRILL ROOM.

196 J. H. TARGANT, Manager.

PEAK HOTEL.

ADAMANTLY SITUATED AT VICTORIA GAP

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY, RESIDENTIAL, AND TOURIST HOTEL.

Telephones in all rooms, first-class cuisine, lounge, smoking and ladies' rooms.

Roof Garden.

Terms: From \$6 per day Max.

Telegraph Add: 'Peacotel.'

P. O. PEUSTER,
Manager.

GRAND HOTEL.

NOTED FOR THE BEST FOOD, REFRESHMENTS, ACCOMMODATION
AND CLEANLINESS.

CUISINE UNDER EUROPEAN SUPERVISION

ELECTRIC LIGHT & FANS THROUGHOUT.

F. REICHMANN, Proprietor.

THE CARLTON HOTEL

Recently Renovated and Refurnished.
Self-Contained Suites of Apartments with Private
Bath-rooms attached, Luxuriously Furnished Lounge, Drawing, Reading
and Writing Rooms.

PERFECT SANITATION.

Under Personal Management of

O. B. OWEN, Proprietor.

BUSINESS NOTICES.

A WORLD-WIDE REPUTATION for
over THREE-QUARTERS of a CENTURY.

WILKINSON'S

(Incorporated under the Companies Act, 1908)

ESSENCE OF FLUID EXTRACT OF RED JAMAICA.

"We cannot speak too highly of it."

THE WONDERFUL PURIFIER OF THE HUMAN BLOOD

THE SAFEST & MOST RELIABLE REMEDY FOR

WILKINSON'S INDISPENSABLE TO

SARSAPARILLA ALL WHO VALUE HEALTH

BEWARE OF IMITATIONS AND SUBSTITUTES

HONGKONG: DAKIN, CAUGHESSANE & Co., A. S. WATSON & Co., &c.

GREEN ISLAND CEMENT CO., LTD

Portland Cement

In Casks of 375 lbs. net

In Bags of 50 lbs. net

Shewan, Tomes & Co.

GENERAL MANAGERS.

WEISMANN'S

FOR BREAD

WEISMANN'S

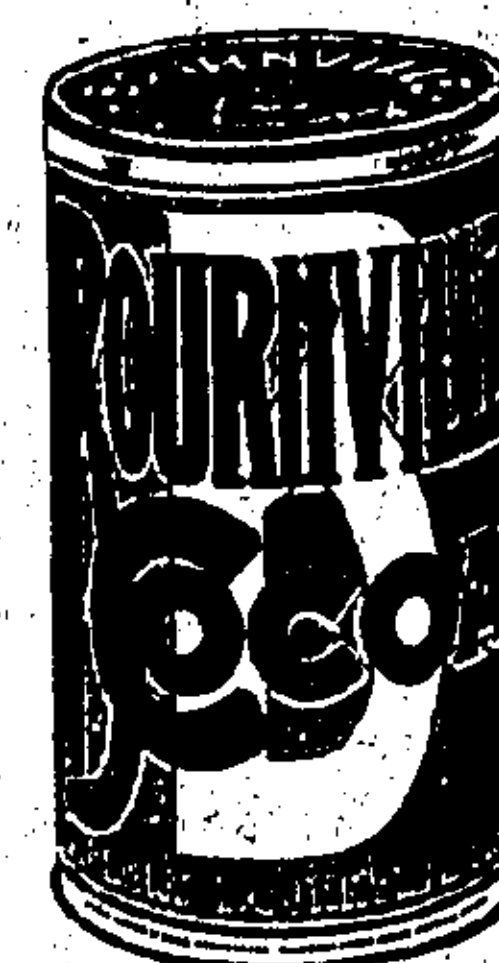
FOR CAKES

WEISMANN'S

FOR CHOCOLATES

Hongkong, Nov. 15, 1914.

ROURNVILLE COCOA



The Cocoa
with the
most delicious
flavour.

Made by
Cadbury's
from the
finest Cocoa

Hongkong, Dec. 17 1907



CALDBECK MACGREGOR & Co.

ESTABLISHED 1864.

SOLE AGENTS FOR

FALCON PILSENER BEER

The only genuine imported Pilsener Beer sold

at so low a price.

Per 1 dozen quarts \$3.00

Per 1 dozen pints 2.00

(Plus Government duties for local orders)



Hughes and Hough

AUTHORISED TO THE GOVERNMENT
AND ADMIRALTY.

General Auctioneers

Share, Coal and
General Brokers.

PROPRIETORS

"TO-KWA-WAN"

COAL STORAGE.

Codes used:

"A.B.C. 4TH & 5TH EDITIONS.
A1. TELEGRAPHIC CODE.

Telegraphic Address

MERIDON HONGKONG.

PUBLIC AUCTION.

THE Undersigned have received instructions from Mr. G. H. B. B. to sell by Public Auction,

on

MONDAY,

the 4th May, 1914, at 2.30 p.m., at No. 10, Queen's Gardens, VALUABLE HOUSEHOLD FURNITURE, &c., &c., &c., therein contained, comprising:-

Large Chesterfield Sofa and Arm-chairs (Lace Crawford in Lay) Blackwood Chairs, Stands, etc., Large Sideboard, Dining Table and Chairs (Lace Crawford in Lay), Large Oakwood Dressing Table and Twin Bedsteads, Ward robe, Dressing Tables, Washstands, etc., etc.

Baldwin Ice Chest, American Iron Safe, Victrola and Records, a large number of Plants in Pots and Pans by Bechstein with Electric Radiator in good condition. Full Particulars from Catalogue. On view Sunday 3rd May. Terms:-As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, April 24, 1914.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

on

FRIDAY,

the 8th May 1914, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street, A QUANTITY OF TEAKWOOD AND VALUABLE BLACKWOOD FURNITURE, &c., &c., &c., comprising as follows:-

TEAKWOOD-Dining and Drawing Room Furniture, Upholstered Arm-chairs and Sofas, Carpets and Rugs, Brass and Brass mounted Bedsteads, Bureau, Wardrobes, Washstands, &c., Sideboards, Dinner Waggon, Extension Dining Tables and Chairs, etc., etc., Dinner and Dessert Services, Crockery, Sundry Glass Ware, Cooking Stoves, Kitchen Utensils, Cutlery, &c., Brass Fenders and Fire Braces, &c.

Four Pianos, Large Blackwood Screen, Wall Bracket, Inlaid Blackwood Trays, Blackwood Folding Chairs, Cabinets, Overmantels, Side Tables, Desks, a variety of Stands, etc., etc., and 2 New Sewing Machines. Full Particulars from Catalogue. Terms:-As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, May 1, 1914.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (FOR ACCOUNT OF THE CONCERN),

on

SATURDAY,

the 10th May 1914, at Noon, at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street, THE "TUG,"

Length..... 38 ft. 5 in.
Beam..... 17 ft.
Moulded Depth..... 9 ft. 3 in.
Draft..... 6 ft. 6 in. in aft.
Bunkers..... 14 tons.
Engines compound surface condensing Cylinders B.P. 12 in. L.P. 24 in. Displacement 170 tons approx.

Full Particulars may be had from the Undersigned. On view of Observation Place from 15th May or by arrangement. To be sold with all faults and errors. Terms:-As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, May 1, 1914.

THE ALEXANDRA OAK cannot be beaten. It is equalled. For Wood, Oak, Confectionery. Made with Wines & Liquor.

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned have received instructions from Mr. G. H. B. B. to sell by Public Auction,

on

TUESDAY,

the 5th May, 1914, at 5.45 p.m., at The Polo Ground "Causeway" Pay, The following well-known riding Ponies:-

RADIUM II 13.2. Excellent road back, "up to weight."
WINGANTON 13.2. Gifted. Good jumper. Likely to make good polo pony.
SEVINGTON 13.0. Winner of "1 1/2 Mile Official Race on Off Day," and eligible for Subscription Griffin races of any Season.

JOSS MIGHTY 13.1. Winner at Kiang-wan and Hongkong, excellent hack and weight carrier.
BRYMPTON 13.1. Winner "half mile." Off Day and eligible for all Subscription Griffin races, including Ladies' Nomination at the next Gynkhana.

Terms:-As usual.
HUGHES & HOUGH,
Auctioneers.

Hongkong, April 30, 1914.

PUBLIC AUCTION.

THE Undersigned have received instructions from Mrs. O. J. B. to sell by Public Auction,

on

WEDNESDAY

the 6th May, 1914, at 2.30 p.m., at No. 5, Knutsford Terrace Ground Floor, Kowloon, VALUABLE HOUSEHOLD FURNITURE, therein contained, comprising:-

Fumed Teak Bedroom Suit, Arm chairs and Box Couches.
Also
SUNDRY BLACKWOOD FURNITURE, &c., &c., &c.
(Full Particulars from Catalogue.) On view day of sale. Terms:-As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, May 1, 1914.

Business Connection in all Countries.

INTERNATIONAL COMMERCIAL INTELLIGENCE BUREAU.

AMSTERDAM, BRUSSELS, DANKER 69, 21, De. de JARDIN, Boulevard, 13 St. Helen's Place, E.C. HAMBURG: HACHS GERTIG. ZURICH: KANPAC, Escher, HADE. VIENNA: Manager: J. BENDIEN.

This Bureau aims to further international business connections and puts itself FREE OF CHARGE at the disposal of respectable firms, and furnishes:

a. Agents in any country.
b. Agencies.
c. Addresses of Exporters, Importers, Manufacturers, Agents, etc., in every country.
d. Offers in any article desired.
The Bureau does not accept any Commission for Connections accomplished by its Medium.
Each firm desirous of utilizing the medium of this Bureau is asked to state references.
The Bureau is enabled to GRANT its SERVICES FREE OF CHARGE because some thousands of firms are subscribers and support the Bureau through an annual fee. All correspondence to be addressed to: J. BENDIEN, Director I.C.I.B., Danker 69, Amsterdam.

Hongkong, March 5, 1914

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE

WEEK DAYS.
7.40 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 3.10 p.m. Every 10 minutes.

NIGHT CARS.
8.10 p.m. and 9 p.m., 9.30 p.m. to 11.00 p.m. every half hour.
11.00 p.m. to 11.45 p.m. every quarter of an hour.

SUNDAYS.
8.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.30 p.m. Every 15 minutes.
12.00 noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS (on Week Days).
Saturdays.
Enter Cars at 12 midnight.
SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDING, Des Vaux Road Central.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, May 1, 1914.

THE ALEXANDRA OAK cannot be beaten. It is equalled. For Wood, Oak, Confectionery. Made with Wines & Liquor.

MY WORST
KEATINGS KILLS
FLEAS BEETLES MOTHS

NEWFOUNDLAND SEALING DISASTER.

HAPLESS FIGHT FOR LIFE IN A BLIZZARD.

Telegraphing on April 2, the St. John's correspondent of the "Daily Mail" said:-

While seeking seals on the ice floes off the north-east of Newfoundland, near Labrador, 120 men of the crew of the steamer Newfoundland have been caught in a blizzard and most of them, it is feared, have perished.

The methods of seal hunting pursued by Newfoundland ships is for four-fifths of the crew to leave the vessel every morning and travel over the ice from four to six miles, killing seals as they go, and dumping the seals in piles for the ship to secure as she follows.

The men go lightly clad and with little food, and when blizzards overtake them their chances of escape are few. This, it is supposed, is what happened in the present instance.

The steamer Florent sent a wireless message to-day stating that the Bella-venture, another of the sealing fleet, had picked up this morning fifty dead and dying men from the ice floes. There was no word of the other seventy. Apparently the men fought despairingly against the storm. It is feared that all these have perished.

MISSING SHIP.
The community is stunned by the disaster. The news is all the more serious because the steamer Southern Cross, with 173 men, on her way back from the Gulf of St. Lawrence, where she secured a full catch of 17,000 seals, encountered the same blizzard and nothing has been heard from her since.

She may possibly be harboured somewhere on the south coast of Newfoundland. The telegraph lines have been down since the blizzard, so that even if she were safe no news could be received.

"THE SORT THAT SAILED WITH DRAGON."
Dr. Grenfell, of Labrador, said to a "Daily Mail" representative:-

"This is the biggest disaster of its kind in these seas within the memory of living man. The last big disaster was that of the Greenland about seven years ago, when forty-eight men were lost. The last picked up alive had been afloat on the ice for fifty-six hours, so that there may yet be hope for some of the men of the Newfoundland."

The men are very hardy fishermen and very resourceful. They are a fine set of God-fearing men. On the sealing expeditions they travel very lightly clad, so the work needs activity and the men become very hot. In consequence if a disaster occurs they are exposed terribly to the rigours of the cold.

"The blizzards are almost always cyclones, travelling from south-west to north-east off the land. The sensation of being in one of these cyclones is an awful one. A blizzard blowing over hundreds of square miles of ice gets terrific force and is intensely and crushingly cold. Also it loosens the ice and the men are driven in all directions, so that the search for them is extremely difficult. When men have been driven off in this way I have seen them fight fires on the ice pan with chips of wood."

HIMRODE
CURE FOR ASTHMA

and with seal fat in order to attract attention.

A disaster like this will bring with it appalling distress. Many of the fishermen are married, and there are so few industrial opportunities that the whole family is dependent on the husband.

Shortly after the Titanic disaster I happened to call at Lloyd's, and I noticed that there were eight ships engaged in the Newfoundland trade all posted as missing at one time. This shows the hazards of work in these waters. But the men are the true type of British seamen—many of them are Dorset and Devon men, traditional sailors of the sea, the sort that sailed with Drake and Raleigh.

These seamen receive no wages but share in the profits of the seal fishing. The season lasts from March 14 to May 1, and a man may earn perhaps nothing and perhaps as much as \$500 (\$410) on a trip. For the rest of the year they are fishermen. They live simply on a diet which consists chiefly of flour, molasses, pork, and tea—seamen's diet.

WOODEN BOATS ICE PERIL.
The two boats which have been lost are of the old type, wooden boats with auxiliary steam, not so well adapted as the new heavy steel boats to resist the crushing of the ice or in a heavy blizzard to cut their way through and look for their men. If one of these wooden boats is once in the grip of floating ice, driven against standing ice, her case is hopeless. Millions of tons of ice are crushing her, her timbers are driven in, and then when the ice recedes the ship goes to the bottom and the ice closes over the top of her.

"The Southern Cross, which is reported as missing—let us hope she is in safety somewhere—is a Dundee boat. I can imagine with horror the plight of those poor men for hours, perhaps days, and nights, on the ice. I myself spent one agonized night. I was alone for twenty-four hours on an ice-pat. I stabbed three of my dogs and used their skins as protection against the biting cold. It is impossible to think without a shudder of these poor, thinly clad fishermen enduring these awful hardships alone on the ice pans."

Dr. Grenfell is superintendent of the Labrador Medical Mission of the Royal National Mission to Deep Sea Fishermen. He went to Labrador in 1892, and has built four hospitals there, a series of co-operative stores, an orphanage, and a school, and started many industrial schemes.

In the House of Commons on March 23, in answer to Mr. Peto, Mr. Birrell, President of the Board of Trade, said: It is proposed to convene an International Conference on loadings when the necessary preparatory work has been completed. This preparatory work is being carried out by the Loading Committee which has been sitting for some months, but I am unable to say when it will be concluded. The object of the conference will be to approve international rules and tables for fixing the loadings of merchant ships, and to deal as far as possible with the question of tidier dockloads.

If you have lost your appetite, one of the big variety of dainty dishes at the ALEXANDRA CAFE is sure to tempt you.

HONGKONG & WHAMPOA DOCK CO., Ltd.
TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG
Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians, ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.
Modern up-to-date plant operated by our own specially trained workmen under expert European supervision.
All classes of light steel work manufactured by the above process. Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SHIPS ARE AS FOLLOWS					
NAME OF DOCK OR SHIP	LENGTH ON KEEL BLOCKS	BREADTH	DEPTH OVER ALL	DEPTH OF TIDE	DEPTH OF TIDE
KOWLOON					
No. 1 Dock, Kowloon	700'	30'	15'	15'	15'
No. 2 Dock, Kowloon	250'	30'	15'	15'	15'
Patent Slip, No. 1, Kowloon	250'	30'	15'	15'	15'
Patent Slip, No. 2, Kowloon	250'	30'	15'	15'	15'
TAI-KONG-SUI					
Commodore's Dock	400'	30'	15'	15'	15'
ABERDEEN					
Hope Dock	400'	30'	15'	15'	15'
Lancet Dock	400'	30'	15'	15'	15'

Please Address Enquiries to the Chief Manager, 1407 R. M. DYER, B.Sc., M.I.N.E. Kowloon Dock, Hongkong.

TIME TABLE.

Kowloon-Canton Line.									
OUT					IN				
Kowloon	12.45	6.50	7.15	8.40	11.25	2.00	3.00	5.15	8.00
Hung Hom	6.51	—	—	—	—	—	—	—	—
Yau Ma Tei	6.50	—	—	—	—	—	—	—	—
Sha Tin	7.10	—	—	—	—	—	—	—	—
Tai Po	7.25	—	—	—	—	—	—	—	—
Tai Po Market	7.27	—	—	—	—	—	—	—	—
Fan Ling	7.30	—	—	—	—	—	—	—	—
Sheng Shui	7.30	—	—	—	—	—	—	—	—
Sham Chun	7.40	—	—	—	—	—	—	—	—
Canton	7.50	—	—	—	—	—	—	—	—

Golf Train—Sundays Only.
Kowloon 8.45 Tai Po 9.10 Sheng Shui 9.27

Sha Tau Kok Branch.
OUT
Fan Ling Dep. 6.05 8.20 12.30 3.20
Sha Tau Kok Arr. 7.05 9.15 1.25 4.15

Sha Tau Kok Branch.
IN
Sha Tau Kok Dep. 7.10 9.25 1.45 5.15
Fan Ling Arr. 8.10 10.25 2.45 6.15

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TOTAL FUNDS at 31st December, 1911. £2,561,288.
[Authorized Capital £5,000,000]
Subscribed Capital £2,500,000
Paid-up Capital £2,437,200
[Fire Fund] £3,896,114
[Life & Annuity Funds] £1,136,100
Sinking Fund Account £8,574

Revenue Fire branch £2,561,288
Life and Annuity 1,973,299
Branches 253,892
Revenue Marine Department 253,892
Other Receipts 430,195
£5,358,319

The Accumulated Funds of the various Branches are separately invested, and by Act of Parliament are set aside to meet the claims under the respective Departments of the Company's Business.

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2A, QUEEN'S ROAD, HONGKONG.
Borough, July 22, 1912

to these considerations by one or two facts that have recently been published in regard to this question. A few days ago one of the sons of the President paid an official visit to the ancient grave of Confucius in the Shantung province. He was escorted by an armed guard, as far as the capital of the province. Additional soldiers were told off to escort the young man to his destination and see to it that he was protected. At Chi Nan Fu the company was a large one, and every mountain chair in the city was commandeered for the party that ascended the hill. From the report of what transpired, it seems it was the intention of the President to show that he and his family are strong supporters of the literati, whose one ambition seems to be to get China back into the grooves of the past, and then keep her there. Further we saw a telegram recently sent by the President to the aged scholar Hang Yau-wei, the wording of which indicated that both the sender and the receiver of the message were at one in their wish and even determination to strengthen the worship of the Sage, and that Mr. Hang could rely upon the efforts of the President to further this ideal by every means in his power. There can, therefore, we think be little doubt that amongst the ruling—if they indeed are ruling—classes and the scholars of the Republic there is an understanding that everything possible shall be done to support the old ways, and exalt the old ideals. From this aspect of the religious life of China we turn to another side, which came under our notice a few days ago. The following incident was reported from an important city in the Delta. The officials were in need of funds, and for the hour, knew of no source whence they could be secured. Then, in consultation, one of them suggested the following plan. He said "It is true we live in an enlightened age, and we are advancing along the lines of knowledge and intelligence. But then the people are just where they were before. We can, therefore, use them as our cat's paw, and get the money we need. Let us get out the old idol, furnish it a bit, and send it around as of old, making a procession. The people will rise to the occasion, especially at this hour when they want to be moved to worship idols. We can then get money out of them, and use it for paying off our debts." The reporters remarked that "the suggestion came as a vision to one between sleeping and waking." The plan was adopted, and was eminently successful. The "corporation" needed something less than ten thousand dollars; the results of pleasing the people with a procession was that some twelve thousand dollars found their way into the hands of those who were waiting to get hold of it. It would be easy to moralize on the condition of affairs which this discloses, but we refrain. We simply point out that this episode was reported during the last few days, whilst the son of the President was visiting the tomb of Confucius to pay him honour, and it shows clearly enough that in China's religious as well as political affairs confusion is rampant.

SANITARY BOARD CONTEST.

Mr. Goldring Elected.

The contest for the vacant seat on the Sanitary Board caused by the absence of Mr. F. R. L. Bowley resulted in the election of Mr. P. W. Goldring, who defeated Mr. W. L. Carter, the only other candidate, by 109 votes.

Though the ratpayers of Hongkong have few opportunities of making known their wishes through the medium of the poll the contest excited very little interest, and in the two hours that the booths were open only 155 persons marked papers. The smallness of the poll was no doubt influenced to some extent by the wretched weather. Polling opened at 4 p.m. but it was not until about 5.30 that the Presiding Officer, Mr. H. A. Niblett, was really busy. The papers were counted as the contest proceeded and the figures were declared ten minutes after the polling booth was closed, as under:

Mr. P. W. Goldring 142
Mr. W. L. Carter 33

Majority 109

The successful candidate was proposed by Mr. E. J. Grist and seconded by Mr. Playfair. Mr. Carter's nominator was Hon. Mr. E. A. Horne, C.M.G., and his secondor Hon. Mr. H. E. Pollock, C.G.

NEWS OF THE DAY.

LOCAL AND GENERAL.

H.M.S. Rosier and submarine O. 36 and 37 returned last night.

The Colony's revenue during the month of February amounted to \$660,329.34 and the expenditure to \$572,792.31.

Deft. Sergt. Williams seized 50 cases of Chinese Wine on board the Chinese cargo boat No. 1545 yesterday.

The Hongkong Christian Union will hold its weekly meeting at St. Paul's College on Monday next at 5.30 p.m.

The silk shipped from Hongkong by R.M.S. Empress of India on April 2nd reached New York on April 29th.

The Publishers of the "Hongkong Magazine" are to be congratulated on their May number, which is brighter and higher than any of the previous issues.

The Englishman of Singapore celebrated St. George's Day with a ball. The entrance to the hall resembled a baronial castle, complete with drawbridge and portcullis.

Two gamblers were arrested by Sgt. Adlington at No. 117 First Street last night. Mr. Melbourne's morning shoe cost \$25 and the remainder \$3 each. \$1.63, found on a table, was confiscated.

Twelve pieces of clothing, valued at \$18, the property of a Chinese girl named Mack Su living at No. 11 Queen's Road East was stolen from her house yesterday morning by a person who broke through the roof door.

A series of army recruiting weeks is being organised in London. The prettiest girls in Camberwell are being chosen as recruiting arguments for their district. Other districts are making equally active efforts to enrol recruits.

The Czar has given his consent to a bill extending personal and property rights to married women of all classes and giving them the right to secure separation from their husbands, a concession which the Holy Synod always opposed.

A Chinese shopkeeper living at No. 106 Queen's Road Central applied the police yesterday of a theft from his stall at No. 38 Ko Shing Street. He stated he had lost 40 rolls of cloth when the police counted the stock but 12 rolls were found to be there.

Lloyd's returns show that during the quarter ending December 31 last year the number vessels belonging to the United Kingdom lost at sea was 31, with a tonnage of 4404. The Colonies lost eleven vessels, of 13,702 tons aggregate; and the war totals were 157 vessels of 152,155 tons. Details of all the ships included in these totals are given in the return.

The members of the R.E. Sergeants' Mess held a white dinner their Mess last night. There was a fastidious Staff Sergeant. Priestner was B.M.C., and at the conclusion handed the rizes to—Ladies—1st, Mrs. Copley; 2nd Mrs. Evans; 3rd, Mrs. Allison; 4th Mrs. Spoor; 5th Mrs. Bony; 6th Mrs. Johnston; 7th, Mr. Sears; 8th Staff Sergeant, Evans; 9th, 3rd, Mr. Barwick; 10th, Mrs. Bony; 11th, Sgt. Babbage, A.O.C.; 12th, Bony prize, Mr. Driscoll.

It is notified that information has been received by the Government from the Consul-General for the Netherlands-India to the effect that ships sailing from Hongkong which are found on medical inspection to be free from infection will be immediately admitted to free pratique in the 1st, 2nd and 3rd class ports. Masters of ships, the cargo, of which consists entirely or partly of rice, must produce a certificate issued by a doctor in Hongkong, appointed by the Consul-General, to the effect that the ship was cytonised after taking in cargo and immediately before its departure from Hongkong.

SOCIAL AND PERSONAL.

Captain H. L. Holmes, L.G.A., has been granted an extension of leave on medical certificate till 21st July.

Several local residents were passengers by the "Empress of Japan" on 30th ult. The list will be found on page 10.

Major F. W. Brunner, p.a.c., R.E., from the Military Academy, has been placed under orders to retire. Major W. M. Fyne, R.E., during the troping season.

Lieut. B. Dryer, Inspector of Army Schools, Hongkong, is to be relieved by Lieut. J. F. Pearce, Inspector of Army Schools, Dublin, during the forthcoming troping season.

The death is announced of Mr. Graham Anderson, C.I.E., who has been a planter of South Mysore for fifty years. He was one of the founders of the South Mysore Planters' Association, and received the C.I.E. for his work in the famine of 1877-8.

THE SIBERIA SAFE.

PACIFIC MAIL BOAT REACHES MANILA.

Mysterious Distress Signals.

Considerable anxiety was caused by the receipt of cables yesterday afternoon announcing that the big Pacific Mail liner Siberia (Capt. Zeeder) was in difficulties in the vicinity of the Formosan coast. The information has since proved to be incorrect so far as the Siberia is concerned, the vessel having safely reached Manila early this morning, but fears are entertained that some other boat has met with disaster.

The cable which conveyed the first news of an accident reached the Pacific Mail Company's local office from the wireless operator in charge of the Japanese Post Office installation on the Bingsu Maru, via the Taipeh (Formosa) postal officials, the message reading "Wireless from Bingsu Maru N.Y.E. Kobe to Kooling reported picked up wireless Siberia reported long E. 1.21 ton. lat. N. 22.40 last night or this morning in distress great danger signals now ceased." This message was circulated throughout the system by the Japanese postal authorities.

The operator of the sister ship Korea, which is in the harbour, was busy all yesterday afternoon, trying to pick up the Siberia, but though a distance of only a little over 800 miles separated the two boats from some cause at present unknown his efforts proved unsuccessful. The Siberia's failure to reply naturally added to the anxiety felt.

Mr. R. C. Morton communicated with the Naval authorities and the U.S.A. Consulate, and assistance was at once offered. H.M.S. Yarmouth left for the North on Thursday and was reported yesterday to be entering the Formosa Channel, less than a hundred miles from the spot indicated by the Bingsu Maru, which is on the West coast of Southern Formosa between Samasana Island and Hainan.

The Naval authorities signalled the Yarmouth to search for and assist the Siberia, and H.M.S. Minotaur, which is in Northern waters, was also ordered to help. The U.S.S. Wilmington was out of fuel at the time, but by coaling all night she had been got ready to leave this morning, when news was received of the Siberia's safety.

The Persia got into communication with H.M.S. Yarmouth last night, but fearing that disaster had overtaken some other vessel her commander continued on his course to Samasana, which is right in the line of vessels steaming from Yokohama to Manila.

The order to the U.S.S. Wilmington has been cancelled, it being realised that the British vessels can render any services which may be necessary. We understand that H.M.S. Minotaur left at 8 o'clock this morning to join the Yarmouth in her search.

Mr. Morton received the following reassuring cable this morning from the Manila office: Siberia arrived Manila 9 a.m. fine condition. Must be mistake. No mention was made of it will be noticed, of the Siberia's operator having picked up any signal of distress from any vessel.

The Pacific Mail liner Persia left Manila on Friday night going north, and as the Siberia was in constant communication with her it is known that she is safe.

The cable from the Bingsu Maru caused quite a sensation in Manila, as among the fifty or sixty passengers on board were the wife and family of the Governor-General of the Philippines.

A wireless operator this afternoon gave a possible explanation of the distress signal. The Siberia, whose call is V.V.W.N. might, he said, have been calling the Persia which was in the vicinity. The call of the Persia is M.B.S. and repeated successively would produce the S.O.S. or distress signal.

BYSSACK'S CIRCUS.

Opening at Causeway Bay.

Byssack's circus and hippodrome, which experienced a very successful season in Hongkong last autumn, is opening on May 9 at Causeway Bay, where a special natch of huge size is being erected to receive it. Since its last visit the company has been strengthened by the addition of several new artists, and as the service of all the old favorites, including the Mariada, are retained the programme which will be submitted will be an exceptionally strong one.

The veteran Col. Bob. Love is still in charge as touring manager, a fact which ensures the success of the arrangements made for the performances.

The zoo of lions, tigers, panthers, bears, elephants and performing horses and ponies accompanies the circus. Dompteur G. Urban, their trainer, being in charge.

A Bengal champion wrestler in the company is prepared to challenge anybody in the Colony or Garrison, of whatever nationality, the contests to be in the catch-as-catch-can style for preference, or the Greco-Roman. Challenges should be sent to Col. Bob. Love at room 3, Astor House Hotel.

ALICE MEMORIAL HOSPITAL.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals has been acknowledged with thanks the following donation to the funds of the Hospital: Wing Yit and Co. \$100.

"TAI ON" BODIES BURIED.

CEREMONY AT MOUNT DAVIS BAY.

The Water Police, under Inspector Gordon, were engaged yesterday in removing the charred remains of persons who perished on the "Tai On" to the Tung Wah Hospital authorities. The work was very difficult and hampered by the horrible effluvia of the mangled and burnt corpses.

On the main deck were found the bodies of apparently six persons, three adults and three children. In the chain locker were nine burnt and mutilated Chinese males, aged between 20 and 30. The bodies were heaped into boxes and the whole was handed over to the Hospital authorities, who buried them this morning in the Chinese cemetery near Mount Davis Bay, where the landing took place.

ATTEMPT TO DEFRAUD.

An ingenious trick, popularly known as "ringing the changes" was tried on a money-changer at No. 46, Hollywood Road, on Thursday night. A man, who afterwards declared he was a cook in the employ of a theatrical party at Yumati, ordered a \$10 bill over the counter and asked for exchange in 10 cent pieces. Two \$5 rolls of 10 cent coins were handed to him and he picked them up, ostensibly replacing one packet by another of similar size and appearance. He blandly remarked to the money-changer that he only wanted one \$5 worth of cents. The money-changer picked up the remaining roll and was examining it when the man dashed away. The roll contained a piece of lead. The alarm was raised, and the man caught. Today he was sentenced to six months' imprisonment by Mr. Wood.

THE LATE REV. BRO. PETER.

An Impressive Funeral.

The funeral of the late Rev. Bro. Peter, Director of St. Paul's College, took place yesterday evening at the Roman Catholic Cemetery, His Lordship Bishop Pozzani officiating, with the assistance of the Rev. Frs. de Maria, A. Banchi, Robert, and others of the French and Spanish Prelatures. Despite the wretched weather a very large number of friends and sympathisers gathered to pay their last tribute to the memory of the late Brother, who, though he only arrived in the Colony a few weeks before his sudden death, had endeared himself to very many identified with his work.

A score of St. Joseph's Boy Scouts formed a bodyguard and nearly a hundred Scouts in uniform followed in company formation. Scoutmaster Kynlance and Assistant Scoutmaster Edwards being in command. Each member of the bodyguard carried a wreath, and the flag was draped. The mourners included many members of the Catholic Union, St. Joseph's Old Boys' Association, present pupils of the college, representatives of the English School for Portuguese and kindred Catholic societies and institutions. Among those noticed at the graveside were Sir Charles Eliot, Prof. C.A. Middleton Smith, Prof. Hinton, Prof. Selt, Mr. G. de Martin (Inspector of Schools), Mr. T. K. Dealy (Headmaster of Queen's College), Sisters of the Italian and French Convents, Major V. J. Bowen.

A very large number of beautiful floral tributes was sent, among them being wreaths from H. E. Sir Henry and Lady May; Capt. Garwood R.G.A.; Lieutenant P. de Fontblanque; St. Joseph's College Association, Hongkong; St. Joseph's College Association, Shanghai; Members of the Catholic Union; Staff of St. Joseph's College; Staff of the English School for Portuguese; Sodality of the Blessed Virgin Mary; Scoutmaster Edwards; Chief Scout F. J. Bowen; Scoutmasters Kynlance and Bunje; Headmaster and European Staff, Queen's College; Pupils of Queen's College; Teachers of St. Joseph's College; Mr. E. Dealy; Boy Scouts; St. Joseph's Brigidians; Present and Past Pupils; G. A. Yeovonich; Fook Tin Sang-kun; G. A. and G. de Corralho; G. A. Sequeira; G. E. Warren; E. Ashe; E. J. Noronha; J. M. Noronha; A. R. Ellis; M. Ram-jahn; M. Burroga; P. M. P. de Grama and family; F. M. Grace Ozerio; F. X. Grace; J. J. Grace; G. A. and G. de Corralho; Chinese Staff of Queen's College; Pupils of Queen's College; the Servants of Queen's College; Teachers of St. Joseph's College; J. P. Praga; J. P. Pmchchady; A. Azevedo; Mr. and Mrs. Kds.; J. Bunje; Ho Kim Eab; J. Young Po Nam; A. O. Beach; R. K.; Baptists and Company; A. Danne; E. Nery; J. Baptista; J. Baptista; Ng Lok wing; Wong Nam-ying; Wong Nam Yung; Wong Nam-shing; J. Brage; G. J. Sequeira; C. E. Warren and Company; J. Fukuda; J. D. Omond and the various classes of St. Joseph's College.

AN IMPUDENT ATTEMPT TO DEFRAUD.

An attempt was made at the Royal Naval Dockyard yesterday by a Chinese to draw a workman's pay. At the midday interval, the workman reported that his ticket, No. 2425, had been taken from off the board in the master's office. At 4.45 p.m. a Chinese walked up to the pay box, tendered the ticket and demanded \$21.50 wages. The value of the ticket was \$1.20. The man was promptly arrested and charged by Sgt. Allan of the Naval Police with fraud. He was sentenced to 14 days' imprisonment and four hours' stocks by Mr. Melbourne.

SHANGHAI SPRING RACE MEETING, 1914.

(The following training notes are taken from the "N. C. Daily News.")

Wednesday, April 22.

The morning's gallop took place in perfect weather, and there was a good attendance at the rails. The grass course was in excellent condition, and fast, and good times were made, particularly for the finishing quarter miles, many of which were accomplished within 90 sec.

One of the best performances of the morning by a griffin was Perturbation's gallop of 1 1/2 miles in 2.27.3. Though the whole time was not extraordinary, the last three-quarters of a mile took only 1.36.1, last half mile 1.01.3 and last quarter mile 28.4 sec. Homestead, went well in a gallop of one mile, which occupied 2.12.2. The last half-mile took only 1.02, last quarter 31 sec., and he finished well at an easy gait. The Wood-jack also put up a very strong finish to a gallop of 1 1/2 miles in 2.49.1, with last half-mile in 1.01.2 sec., and finishing quarter in 29.1 sec. Barton Hill took 2.20.3 for a gallop of one mile, but finished splendidly with a final quarter-mile in 28.3 sec. Conqueror later went 1 1/2 miles in 2.49.3, with last half-mile in 1.02.3 and last quarter in 20 sec., while Historic went a similar distance in 2.53, with finishing quarter in 29.3 sec. Though Panama covered the Derby distance in 3.24.2, his finish was disappointing and his final quarter-mile required 32.4 sec. Other good gallops by griffins were those of The Nipper, one mile in 2.00.3, last quarter 32.1 sec.; Swallow, one mile in 2.10.2, last quarter 30.1 sec.; Hilarity, 1 1/2 miles in 3.00.2, last quarter 30.2 sec.; Pouting, 1 1/2 miles in 2.43.3, last quarter 30 sec.; Sir Eager, 1 1/2 miles in 3.28, last quarter 31 sec.; Everingham, three-quarters of a mile in 1.34, last quarter 30 sec., last half-mile 1.00.1; Sir Bold, one mile in 2.13, last quarter 30 sec.; Ye Magician and The Financier (on the inner course), 1 1/2 miles in 2.45.1, last quarter 31.3 sec.; and Ye Wizard, 1 1/2 miles in 2.48, last quarter 31 sec.

Of the old ponies, Fijian Chief did an excellent gallop of 1 1/2 miles in 2.52.3, with last half-mile in 1.01.3 and final quarter in 29 sec.; Mahatma covered three-quarters of a mile in 1.34.1, last quarter 29.3 sec., and for a similar distance Castlefield took 1.33.3, with last quarter in 31.3. The Plover went very well in a gallop of 1 1/2 miles in 2.47.4, last quarter 30 sec., last half-mile 1.02.4, and for the same distance Tlay Trader took 2.49.3, with a rather slower finishing quarter in 32 sec. Mahatma Chief covered 1 1/2 miles in 2.55.4 and came home with last quarter a fraction inside 30 sec. Sir Follies went three-quarters of a mile as a slow pace, and Paladin covered 1 1/2 miles in 3.24, but his finish was not convincing.

Saturday, April 25.

Both tracks were rather slow, after a heavy dew. Bamboos were out on the grass course, which was also rather slippery, so that the majority of the work took place on the inner track.

Of the griffins, Panama was one of the first out and went in better style than on Wednesday, covering 1 1/2 miles in 2.40, with a good finishing quarter in 30.4 sec. Lockberry went 1 1/2 miles in 2.40, last quarter 30.3 sec., and Everingham covered a similar distance in 2.44.4, last quarter 32 sec. Perturbation had a slow gallop of 1 1/2 miles, but looked well and finished strongly. Homestead went 1 1/2 miles in 2.50.2, but his final quarter mile required 32.3 sec. Concession showed that there is little the matter with him, by covering 1 1/2 miles in 2.53.3, with last half mile in 1.02.1 and last quarter in 31.1 sec. For the same distance Hilarity took 2.49.4, with last quarter in 32.4 sec.

Of the old ponies, Fijian Chief was one of the first to show. He went 1 1/2 miles in 2.49.4, and finished strongly, with last half mile in 1.02.1 and last quarter in 31.1 sec. Mahatma, who has been putting up very good times lately, went 1 1/2 miles in 2.52, last quarter 31 sec. The Plover went 1 1/2 miles on the grass course in 3.24.4 and went well throughout, finishing easily with last quarter in 32.2 sec. President took 2.49.2 for 1 1/2 miles, with a fast last three-quarters, and final quarter-mile in 31.2 sec. Paladin went particularly well in a 1 1/2 miles gallop, which occupied 2.48.2, and finished strongly with last quarter in 30.4 sec. Sir Follies had a good gallop of 1 1/2 miles in 3.25.6, last quarter 30.1 sec., and Woodack went a similar distance in 3.26.3, with last quarter in 31.1 sec. Castlefield went 1 1/2 miles in 2.47.3, with last quarter 31.3 sec.

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SHANGHAI	INDIA	7 a.m. 1st May	Freight and Passengers
LONDON, via Cape of Good Hope	ASSAYE	1st May	Freight and Passengers
LONDON & ANTWERP	NUBIA	3 a.m. 2nd May	Freight and Passengers

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EMPEROR OF INDIA	THURSDAY, May 28.
EMPEROR OF ASIA	WEDNESDAY, June 10.
EMPEROR OF JAPAN	THURSDAY, June 25.
EMPEROR OF AUSTRIA	WEDNESDAY, July 1.

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EMPEROR OF RUSSIA	Optional Atlantic Port £71.10.
EMPEROR OF ASIA	do do £80.
EMPEROR OF INDIA	do do £80.
EMPEROR OF JAPAN	do do £80.

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SHIPPING

PACIFIC MAIL S.S. CO.

MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons	MANCHURIA 27000 tons
KOREA 18000 tons	SIBERIA 18000 tons
CHINA 10000 tons	NILE 10000 tons
PERSIA 9000 tons	

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe.

S.S. KOREA, via Shanghai, SATURDAY, 9th May, 1 p.m.
S.S. SIBERIA, via Shanghai, SATURDAY, 16th May, 1 p.m.
S.S. CHINA, via Manila, WEDNESDAY, 27th May, Noon.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Moroni, the world-famous chef. Large staterooms, equipped with electric fans, and running water. Bathrooms equipped with electric heating lamps. Numerous amusements—billiard, water polo, table, billiard, etc., etc.—and a full complement of staff.

For further information, rates, literature, schedules, etc., apply to R. C. MORTON, Agent, King's Building (opposite Blake Pier), Telephone No. 141.

TOYO KISEN KAISHA

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA
JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer	Displacement	Leave Hongkong
OHIO MARU	22,000-21 knots	Tuesday, 19th May
TENYO MARU	22,000-21 knots	Tuesday, 16th June
NIPPON MARU	11,000-10 knots	Tuesday, 23rd June
HONGKONG MARU	11,000-10 knots	Friday, 10th July
SHINYO MARU	22,000-21 knots	Tuesday, 14th July

Steamers via Shanghai will be despatched at NOON.

Manila at 10.30 A.M.

First Class to London	£71.10	Return (6 months) £120.
First Class to New York	£80.	£98.10.
Second Class to San Francisco	£46.	£68.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from SAN FRANCISCO by steamers of the Pacific Mail S.S. Co. or from VANCOUVER by steamers of the Canadian Pacific Railway Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

via Japan Ports, Honolulu, Hilo, Manzanillo Salina Cruz, Callao, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires.

Steamer	Displacement	Sailing
ANYO MARU	18,500-16 knots	from Nagasaki 2nd July

For full particulars as to Passage and Freight apply to S. MORIMOTO, Agent, KING'S BUILDING (Opposite Blake Pier), Telephone 291.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, via SHANGHAI

FORTNIGHTLY SERVICE TO AND FROM EUROPE, via SUEZ CANAL

For	STEAMERS	To SAIL
SHANGHAI, KOBE AND YOKOHAMA	MAGELLAN, POLYNESIE, V. CROTAT.	3rd May, 17th May, 31st May.
MARSEILLES, via PORT	PAUL LEOAT, CORDELLIER, MAGELLAN.	6th May at 1 p.m., 19th May at 1 p.m., 31st May at 1 p.m.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSFERRING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for LONDON, CONNEMAR and BLACK SEA.

Through Tickets to LONDON, via PARIS by rail. Circular tickets to Europe via SUEZ and SIBERIAN ROUTES and vice versa delivered here.

For further particulars apply to S. C. de BUSSIERRE, Act. Agent, THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA, via MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION)

STEAMERS	Leave Hongkong	Leave Hongkong
EMPEROR OF RUSSIA	May 23rd	May 29th at 10 a.m.
EMPEROR OF INDIA	June 13th	June 19th at 10 a.m.
EMPEROR OF ASIA		July 10th at 10 a.m.

These steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State Rooms have Electric Fans. A daily qualified Doctor and Stewardess are carried.

For further particulars, apply to GIBB, LIVINGSTON & CO., Agents.

SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	To SAIL
SHANGHAI & TSINGTAU	CHANGHAI	To-night Midnight
MANILA, CEBU & ILOILO	CHANGHAI	May 5, at 4 p.m.
SHANGHAI	CHANGHAI	May 5, at 4 p.m.
PAKHOI & HAIKONG	SUNGKONG	May 5, at 10 a.m.
SHANGHAI & TSINGTAU	CHANGHAI	May 7, at 4 p.m.
SHANGHAI & TSINGTAU	CHANGHAI	May 9, at 4 p.m.
SHANGHAI & TSINGTAU	CHANGHAI	May 12, at 4 p.m.
SHANGHAI & TSINGTAU	CHANGHAI	May 14, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. "LINTAN" and S.S. "NANUL."

MANILA LINE. Twin screw steamers "Chinba," "Taming," and "Tsun."

Excellent saloon accommodation and ships. Electric Fans fitted. Extra state-rooms on deck, etc. "Taming" and "Tsun."

SHANGHAI AND TSINGTAU LINE. The Twin screw steamers "Anhui," "Chen," "Shaoching," and the S.S. "Kanchow," "Liangchow," "Lochow," and "Yingchow," having excellent accommodation with Electric Light throughout and Electric Fans in the state-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The steamers leaving Hongkong on Sundays proceed from Shanghai to Tsingtau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

PASSENGERS must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Sha ghai, avoiding the inconvenience of transshipment at Whampoa.

REDUCED FARES Single \$45 Return \$75.

For Freight or Passage apply to BUTTERFIELD & SWIRE, Telephone No. 38.

AGENTS.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	STEAMERS	To SAIL
SHANGHAI	LOKSANG	SUNDAY, May 3, Daylight
SHANGHAI & TSINGTAU	ESSANG	TUESDAY, May 5, Daylight
SHANGHAI	KWONGSANG	THURSDAY, May 7, Daylight
YOKOHAMA, KOBE & MOI	FOOKSANG	FRIDAY, May 8, Daylight
SINGAPORE, PENANG & CALCUTTA	LOVAT	FRIDAY, May 8, at 2 p.m.
MANILA	LOONGSANG	SATURDAY, May 9, at 2 p.m.
SHANGHAI & TSINGTAU	CHUYSANG	SUNDAY, May 10, Daylight
SINGAPORE, PENANG & CALCUTTA	KUNGSANG	TUESDAY, May 12, at 2 p.m.

RETURN TOUS TO JAPAN.

These steamers leaving Hongkong and Shanghai about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the Fooking, Kwong, Loat, Yehing and Yehing leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning thence direct to Hongkong. Time occupied 15 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified Surgeon is also carried.

Passengers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei & Tsingtau.

Taking Cargo on through Bills of Lading to Koda, Lahad Dair, Rimporn, Fawo, Uman, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd. Telephone No. 215.

General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd. Telephone No. 215.

Agents.

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

'SHIRE' LINE SERVICE—HOMEWARD.

For

STEAMERS

Date of Departure.

LONDON, ROTTERDAM & ANTWERP... 'CARDIGANSHIRE'... About 12th May.

LONDON, ROTTERDAM & ANTWERP... 'RADNORSHIRE'... About 26th June.

TRANS-PACIFIC 'SHIRE' AND 'GLEN' JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND... 'CARNARVONSHIRE'... About 28th May.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND... 'MONMOUTHSHIRE'... About 29th June.

For freight and further particulars, apply to JARDINE, MATHESON & Co., Ltd. Telephone No. 215 Sub Ex. No. 9.

AGENTS.

BRITISH INDIA S. N. CO., LTD.

A.P.C.A.R. LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. G. APCAR, 4,644 tons, Capt. C. J. R. Davis, will be despatched for SHANGHAI, KOBE and MANILA on 1st May.

S.S. JAPAN, 4,618 tons, Capt. C. P. Seddon, will be despatched for YOKOHAMA, KOBE and MANILA on 1st May.

